

8000 Marine Fire Fighting

8100 Policy and Responsibility

8110 Federal Policy

Although the Coast Guard clearly has an interest in fighting fires involving vessels or waterfront facilities, local authorities are principally responsible for maintaining necessary fire fighting capabilities in U.S. ports and harbors. The Coast Guard will render assistance as available. The Coast Guard maintains this traditional "assistance as available" posture without conveying the impression that the Coast Guard is prepared to relieve local fire departments of the primary responsibility for fire fighting. Paramount in preparing for vessel or waterfront fires is the need to integrate Coast Guard planning and training efforts with those of other responsible agencies, particularly local fire departments and port authorities. The Captain of the Port (COTP) shall work closely with the municipal fire departments, vessel and facility owners and operators, mutual aid groups and other interested organizations.

8120 Regional and Local Policy

Whether there is a vessel fire or shoreside fire at a waterfront facility, or if there is a fire aboard a vessel that is underway anywhere within the COTP Providence's Area of Responsibility (AOR), primary responsibility for fire fighting lies with the municipality in whose jurisdiction the facility/vessel lies. The municipal fire department in whose jurisdiction the fire lies will be the Incident Commander (IC) for the fire fighting activities. The IC is responsible for the coordination of all fire fighting activities. Assistance may, and in most cases will, be provided by other municipal fire departments via mutual aid agreements.

8130 COTP Policy

The two main Coast Guard entities responsible for response to a maritime fire are Coast Guard Captain of the Port Providence and Coast Guard Group Woods Hole. The Captain of the Port is responsible for providing commercial vessel expertise, knowledge in shipboard fire fighting systems, stability, vessel damage control, vessel design and structure and pollution response. Also, the COTP is tasked with contingency planning for marine fire fighting. During an incident, the Unified Command System will be activated to coordinate response to the fire (see [Section 2000](#)). In general terms, Group Woods Hole is responsible for overseeing the operations of Coast Guard vessels. This includes, but is not limited to, assisting in fire fighting activities, conducting search and rescue missions and enforcing COTP safety zones.

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Captain of the Port: COTP Providence is tasked with the following responsibilities during a vessel or waterfront facility fire in the COTP Providence AOR.

- ☐ Provide technical assistance to the Incident Commander regarding vessel design, structure, and stability.
- ☐ Procure all available data and information on the vessel and its cargo, which may be of use to the IC in fire fighting and/or salvage operations.
- ☐ Provide coordination for any requested Coast Guard assistance such as vessel traffic control, oil pollution response and hazardous material response.
- ☐ For a shipboard fire, the formal establishment of Unified Command (UC) sections may be needed. These sections are outlined in [Section 2000](#) of this plan. Based on the circumstances surrounding the incident, the UC may be established at various locations throughout the COTP zone.

The COTP shall also be responsible for fire prevention on board vessels and waterfront facilities. To meet these goals, the COTP shall:

- ☐ Inspect foreign and U.S. flag vessels in accordance with applicable Coast Guard policy to ensure that vessels making port calls within the Providence AOR meet minimum Safety of Life at Sea (SOLAS) and U.S. regulatory requirements.
- ☐ Inspect all waterfront facilities over which the CG has jurisdiction in order to minimize fire hazards.
- ☐ Collaborate with municipal fire departments regarding the results and recommendations of the above inspections.

Finally, the COTP is tasked with contingency planning. Planning must be a multi-agency, multi-jurisdictional activity. Cooperation among the response agencies during the planning stages is paramount for a successful incident response. Therefore, the COTP shall:

- ☐ Provide a forum for members of the emergency response community and the maritime industry to improve the Port's readiness to respond to an actual or threatened emergency.
- ☐ Identify and clarify agency roles under the Unified Command System.
- ☐ Identify command, control and communications procedures among the local fire departments, state and federal agencies and other concerned response parties.
- ☐ Develop a wide range of information and data - such as anchorage information, pier data, listings of contact points for local salvage companies, naval architects, etc. - to assist Incident Commanders in the decision making process during an incident.

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Group Commander: Coast Guard Group Woods Hole responsibilities include:

- ☐ Provide suitable Coast Guard vessels (as available) to assist the Incident Commander in combating the fire.
- ☐ Assume the role of On-Scene Commander (OSC) for all search and rescue (SAR) operations which may be necessary as the result of the incident.
- ☐ If a safety/security zone is activated by the COTP, provide suitable Coast Guard vessels (as available) to enforce the safety/security zone around the burning vessel or facility.
- ☐ Coordinate the activities of all waterside assets not involved in fire fighting such as marine police boats, Coast Guard Auxiliary vessels, etc.

Non-Federal Responsibility: There are numerous other agencies, parties and individuals whose assistance and expertise will be invaluable in any major maritime incident. The following is a partial listing of the parties who will likely play an important role in an incident.

<input type="checkbox"/> Vessel owner representative	<input type="checkbox"/> Vessel Agent
<input type="checkbox"/> Municipal Police Department	<input type="checkbox"/> Emergency Medical Service
<input type="checkbox"/> Foreign Consulate	<input type="checkbox"/> Pilots
<input type="checkbox"/> Tug Operators	<input type="checkbox"/> Marine Police
<input type="checkbox"/> Marine Chemists	<input type="checkbox"/> Naval Architects
<input type="checkbox"/> Pollution Cleanup Contractors	<input type="checkbox"/> Red Cross
<input type="checkbox"/> State Fire Marshal's Office	<input type="checkbox"/> Army Corps of Engineers
<input type="checkbox"/> Occupational Safety & Health Administration	<input type="checkbox"/> State Emergency Management Agency

8200 Response Organization

8210 COTP Providence AOR Fire Response Organization:

In accordance with long-standing Coast Guard policy, the senior local fire department officer at the scene of an incident shall serve as Incident Commander and assume overall command of operational fire fighting response personnel and assets.

While the Coast Guard has an interest in fighting fires involving vessels and waterfront facilities, this interest does not extend to preemption of local responsibility and authority for fire fighting. The Coast Guard traditionally renders assistance as available, commensurate with each unit's level of training and the adequacy of equipment.

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Factors used to develop and implement the Coast Guard's "assistance as available" policy include:

- ☐ Fire threat level
- ☐ Capabilities of local fire departments
- ☐ Jurisdictions involved
- ☐ Availability and capability of Coast Guard equipment including personnel protective equipment, fire fighting equipment, and ship's stability calculations
- ☐ Level of training of Coast Guard personnel

Traditional response roles for the Coast Guard include:

- ☐ Restricting access to the affected area and controlling marine traffic by the use of safety/security zones
- ☐ Conducting Search and Rescue (SAR) activities
- ☐ Making notifications to local agencies and others, both internal and external to the Coast Guard, able to assist with vessel issues
- ☐ Coordinating response with local emergency agencies
- ☐ Coordinating possible oil/hazardous material spill response that may occur as a result of the fire

The Unified Command System will be utilized, as with spill response, to coordinate the joint response to the fire by federal, state, and local agencies.

The Cape and Islands MIRT

Cape Cod and the Islands have a Marine Incident Resource and Training (CIMIRT) partnership established among fire departments and marine professionals. Approximately 150 firefighters at various departments are trained to the awareness level in marine firefighting. This response group can be activated through the Barnstable County Sheriff's office which controls mutual aid resources on Cape Cod.

The Cape and Islands mutual aid system is sufficiently well developed that it is unnecessary for the Incident Commander to be aware of the location and quantity of fire apparatus in surrounding communities. Barnstable County mutual aid dispatch has up-to-date information on these resources, and assigns apparatus to accomplish the directives of the Incident Commander.

8300 Marine Fire Fighting Scenarios

[NOTE: The scenarios are used to illustrate the type of responses planned within the COTP Providence AOR.]

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Vessel fire plans are not maintained by responding fire departments. Vessel plans will need to be retrieved from the scene.

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8320 Tug and Barge in Cape Cod Canal:

8320.1 Scenario:

A tug is pushing a fully loaded tank barge through Cape Cod Canal. The barge is carrying 100,000 barrels (4.2 million gallons) of gasoline. The tug loses power and the barge allides with the Bourne Bridge pier. The barge ruptures three tanks and is impaled on the bridge pier. Gasoline fumes spread across the canal and ignite. The barge cannot be removed from the bridge and burns out of control.

WX:

Summer	Air temp 90 F	Water temp 68 F	Winds SW @ 15 kts	Unlimited visibility
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Typical initial response actions would include:

- ☐ Recommend to Army Corps of Engineers that canal be secured until fire is extinguished. Consider setting up safety zones on both sides of the canal to restrict access.
- ☐ Have State Police secure the bridge traffic until the fire is out and a structural integrity survey is completed.
- ☐ Group Woods Hole will issue Urgent Marine Information Broadcast advising mariners that the canal is closed and soliciting for assistance.
- ☐ Consider booming priority protection areas to stop the spreading and pocketing of gasoline.
- ☐ Assist Bourne Fire Chief, the likely Incident Commander, in obtaining additional foam to mount an effective response.
- ☐ Involve barge owner. Have them arrange an effective response including determining equipment needed to remove the barge from the canal.
- ☐ Involve federal, state and local safety and public health officials to determine public health threats, need to evacuate personnel and appropriate safety precautions for responders.

8320.2 Shortfalls:

Similar shortfalls as those noted in the previous scenario. However, additional foam might be needed to put out the tank barge fire if a large amount of product is discharged/engulfed.

Additionally, participants realized the added complication posed by potential traffic rerouting and emergency vehicle access as one of two accesses to Cape Cod would be closed pending a structural evaluation.

8400 Marine Fire Fighting Resources

General. Regional fire chiefs are fully aware of available fire fighting resources. If an incident exceeds the capabilities of a particular fire department, the fire chief will utilize their existing mutual aid agreements to alleviate the shortfall.

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8410 Port/Harbor Area: Coast Guard Assets (Assist as available)

The following spreadsheet identifies Coast Guard fire fighting resources within the MSO Providence AOR:

Resource	Capabilities	Quantity	Owner/POC	Location	Emergency Phone	Comments
47'	200 GPM	1	Group Woods Hole	Point Judith, RI	(401) 789 0444	25G AFFF
41'	250 GPM	2	Group Woods Hole	Castle Hill, RI	(401) 846-3676	50G AFFF
41'	250 GPM	1	Group Woods Hole	Menemsha (MV), MA	(508) 645-2661	25G AFFF
41'	250 GPM	1	Group Woods Hole	Brandt Point, MA	(508) 228-0398	25G AFFF
47'	200 GPM	1	Group Woods Hole	Brandt Point, MA	(508) 228-0398	25G AFFF
44'	250 GPM	2	Group Woods Hole	Chatham, MA	(508) 945-3830	50G AFFF
47'	200 GPM	1	Group Woods Hole	Provincetown, MA	(508) 487-0077	No AFFF
41'	250 GPM	2	Group Woods Hole	Cape Cod Canal, MA	(508) 888-0020	20G AFFF
49'	NONE	1	Group Woods Hole	Bristol, RI	(401) 253-9585	Good Platform
55'	250 GPM	1	Group Woods Hole	ANT Woods Hole, MA	(508) 457-3324	30G AFFF
CGC SANIBEL 110'	250 GPM	1	Group Woods Hole	Woods Hole, MA	(508) 457-3280	55G AFFF
CGC MONOMOY 110'	250 GPM	1	Group Woods Hole	Woods Hole, MA	(508) 457-3283	55G AFFF
CGC JUNIPER 225' (401) 841-6953	470 GPM 1000 GPM (water)	1	D1	Newport, RI	(508) 457-3211	150G AFFF at 3%
CGC IDA LEWIS 175' (401) 841-6949	250 GPM	1	D1	Newport, RI	(508) 457-3211	240G AFFF at 3%
CGC WILLOW 225' (401) 841-2944	250 GPM	1	D1	Newport, RI	(508) 457-3211	125G AFFF at 3%
CGC TAHOMA 270' (508) 990-1941	1000 GPM MONITOR	1	CG Atlantic Area	New Bedford, MA	(617) 223-8555	3-P250 Pumps
CGC CAMPBELL 270' (508) 997-8299	1000 GPM MONITOR	1	CG Atlantic Area	New Bedford, MA	(617) 223-8555	3-P250 Pumps

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8420 Local Boat Assets

Resource	Capabilities	Quantity	Owner/POC	Location	Emergency Phone	Comments
Fire Boats	250 GPM	1	Cranston FD	Cranston, RI	(401) 461-5000	22' Fiberglass
Fire Boats	120 GPM	2	E. Prov. FD	E. Providence, RI	(401) 435-7600	18' Fiberglass
Fire Boats	300 GPM	1	Jamestown FD	Jamestown, RI	(401) 423-1313	24' Fiberglass Boat is out of the water for the winter
Fire Boats	500 GPM	1	Providence FD	Providence, RI	(401) 274-3344	23' Boat
Fire Boats	385 GPM	1	Warwick FD	Warwick, RI	(401) 737-4211	25' Boat
Tug Boats	Not equipped to fight fires	1	Prov Steamboat	Providence, RI	(401) 331-1930	Gaspee 2,000 hp
Tug Boats	Not equipped to fight fires	1	Prov Steamboat	Providence, RI	(401) 331-1930	Roger Williams 2,400 hp
Tug Boats	Not equipped to fight fires	1	Prov Steamboat	Providence, RI	(401) 331-1930	Reliance 3,000 hp
Tug Boats	Not equipped to fight fires	1	Prov Steamboat	Providence, RI	(401) 331-1930	Resolute 3,000 hp
Skimmer	300 GPM	1	RIDEM	Providence, RI	(401) 222-3070	RIDEM or a contractor will operate skimmer
Skimmer	300 GPM	1	RIDEM	East Providence, RI	(401) 222-3070	RIDEM or a contractor will operate skimmer
Skimmer	300 GPM	1	RIDEM	Jamestown, RI	(401) 423-1313	Fire Department will operate skimmer GPM depends on fire monitor tip

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